

Board Lops 27 Millions From Annual Payroll of Stationary Firemen, Clerks, Signal Men

Clerks Cut 3 and 4 Cents, Signal Men 5 Cents and Firemen 2 Cents; Majority Report Says Employees Still Draw Wages Much in Excess of Pre-government Control; Minority Opinion Charges Board Sidetracks Justice to Boost Game of Owners.

CHICAGO, June 17.—(By The Associated Press).—Pruning nearly \$27,000,000 from the annual payroll of 325,000 railway employees by cutting clerks, signal men and stationary firemen from 2 to 6 cents an hour, the United States Railroad Labor board Friday announced another wage slash, bringing total reductions under the board's orders, up to \$135,000,000 being paid last year.

The clerks were cut 3 and 4 cents an hour, according to their classification, the signalmen 5 cents and the firemen 2 cents.

Approximately 1,200,000 railway employees will share the total reduction, which has brought vigorous protest from every union organization involved, and will result in a strike vote of ten railway labor bodies. The voting is already underway in seven unions and the other three affected by Friday's order are expected to mail their ballots immediately.

A dissenting opinion, protesting against any reduction, was included in the decision, as was the case in the two previous cuts for the maintenance of way laborers and the shopmen. The minority was headed by Arthur O. Wharton, and Albert Phillips, both labor members, W. L. McMenimen, the third member of the labor group, is in the east on an investigation trip for the board.

LIVING WAGES RECOGNIZED.—Definite recognition of a "living wage" and "saving wage" was made for the first time by the board in today's decision. Although abnormal post war conditions were pointed out as obstructions to fixing any scientific living or saving wage at present, the board declared that as soon as this condition was removed it would increase consideration to all the intricate details incident to the scientific adjustment of such a wage.

The bulk of those hit by the new cut will be 200,000 clerks and 100,000 station employees. The majority of the clerks, those with two years experience or more, are cut 3 cents an hour. Other clerks are cut 4 cents and beginners, instead of the former minimum monthly pay of \$60 will get \$57. After the first six months they will receive \$70 instead of the former rate of \$77.50. Storekeepers, chief clerks, train and engine crew clerks, train announcers and baggage room employees, will be cut 3 cents.

FOUR CENT REDUCTION.—Under the four cent reduction came janitors, watchmen, office boys, messengers and freight handlers, as well as all common laborers around stations and warehouses.

Telephone girls, who the board declared, have suffered from disproportionate increases and decreases heretofore, received the most welcome news of the order when a minimum wage of \$25 a month was fixed by the board with the further proviso that any "hello girls" who receive more than that amount at present shall not suffer any reduction.

The 12,000 signalmen received the heaviest cut of the group, being reduced 5 cents an hour, with helpers suffering a 6 cent slash. Signal foremen, assistant foremen and inspectors, however, escaped with no reduction whatsoever.

The 5,000 train dispatchers likewise escaped a cut, the board declaring the nature of their work and their responsibility warranted continuance of the present rates.

SMALLEST SLICE.—Stationary engineers, firemen and oilers, numbering 100,000, escaped with the smallest slice from their pay envelopes, being cut 2 cents an hour. Executives of the firemen and oilers union, the signalmen and the clerk's brotherhood decided at a conference with the labor board in Cincinnati last week to issue a strike ballot if their wages were reduced. The six shop crafts and the maintenance of way union, also in the conference, already have their strike vote under way.

Dining car employees and the culinary workers on the ferries in San Francisco will continue to get their present pay since but few carriers asked a reduction in these classes. But four carriers asked for reduction of their marine workers, too, and the wages of that group numbering 800, were remanded for settlement with the carriers.

The board explained that the clerks' cut was lighter than some other classes because they had "suffered considerable less reduction in earnings in their rules and because they never have been highly paid compared with other classes."

Common labor around stations was reduced one cent less than the 5-cent reduction of the maintenance of way laborers, recently announced, because most of them live in large towns and cities where the cost of living is higher and also because many of the track laborers are furnished free living quarters by the roads. Signalmen, whose work is similar to that of shopmen, were reduced but 5 cents compared to the 7-cent cut made for shopmen recently because their rule on overtime pay is less favorable, the board said.

Figures included in the decision showed that clerks will receive under the new scale, an average of 38.2 cents an hour, compared with 34.5 cents in December, 1917, when the government took over the railroads. These figures show a 44.7 per cent increase in actual purchasing power, the decision stated, while the increased hourly rate for signalmen

from 22.5 cents to 64.3 cents shows increased purchasing power of 67.2 per cent.

GREATEST BENEFIT.—The firemen and oilers, according to the board's figures, receive the greatest benefit under the decision through their increase from 21.5 cents an hour in 1917 to 49.6 cents July 1, or 129.1 per cent increase in actual purchasing power.

Reviewing the railway labor situation since the creation of the labor board, the decision pointed out that "it is generally conceded to be fairly true and certain that our country has entered upon an era of gradually increasing business prosperity which will be liberally shared by the carriers."

"That the carriers shall have a fair opportunity to profit by the revival of business in order that they may expand their facilities is absolutely indispensable to their efficient service to the American public," the decision said. "Their unpreparedness now to cope with any greatly increased traffic is notorious. Every facility of railway transportation has been skimped for the last several years, and, as to mileage, there has been an actual decrease instead of an increase."

ALL SHOULD COOPERATE.—"This statement must not be misconstrued to mean that the employees should be called upon to bear the cost of railway rehabilitation, improved service and reduced rates. It simply means that it is only patriotic common sense and justice that every citizen, including the railway employees, should cooperate in the effort to bring about a more efficient and economical system of transportation."

"When this accomplishment is safely under way, it will then be possible for the railway labor board to give increased consideration to all the intricate details incident to the scientific adjustment of the living and saving wage, with enlarged freedom from the complications of the relevant circumstances of the abnormal period which is now approaching its end."

"In this connection it should be said that the labor board has never adopted the theory that human labor is a commodity to be bought and sold upon the market, and consequently to be reduced to starvation wages during periods of depression and unemployment. On the other hand, it is implicit in the board's theory that human labor is freed from the economic laws which likewise affect the earnings of capital."

"That the board has never fixed wages upon a commodity basis has been a constant theme of the board's past year by the ease with which the carriers have obtained labor under the contract system for less than the board's present wage scale."

CAN PAY MORE.—"In this connection it must be remembered that the carriers are at liberty to pay to any class of employees a higher wage than that fixed by this board whenever the so-called labor market conditions, provided, as the act states, that such wages do not result in increased rates to the public."

Declaring the task of wage adjustment in a post-war period, with its fluctuating inflation and anti-inflationary prices, high cost of living and extravagance and wastefulness, to be "the most complex labor problem ever imposed on a public body," the board pointed out that it had "not been permitted to deal with the question of what constitutes just and reasonable wages and working conditions in the same undisturbed and uncomplicated manner as it could have been possible in normal times."

LABOR LEADERS RAPPED.—Taking a rap at labor leaders who declared, after the last wage decisions, that the board had disregarded the employees' wage arguments, the decision said: "The extreme utterance of partisan bias to the effect that the board does not give full consideration to the evidence submitted to it would be discouraging were it not for the knowledge of the fact that such utterances evince merely a spasmodic relapse into the old system of bluff and bluster that entered so largely into the adjustment of railway labor disputes before adjudication supplied by the board."

On the other hand, the decision stated, the board had given "careful consideration" to the employees' testimony on family budgets and standards of living, but declared much of it was "highly theoretical and of little value."

When the Railway Employees' department presents figures to show that the sum of \$2,636,921 is necessary for the minimum comfort budget of the average family, it has propounded an economic impossibility, the decision said.

"It is stated upon authority that the total income of the people of the United States is now but little more than \$40,000,000,000. If the 25,000,000 families of this country were extended to living costs the sum of \$2,636,921 each, it would total \$65,921,000,000, which would be \$25,000,000,000 in excess of the country's total income."

CANNOT BE STANDARDIZED.—"Of course living costs cannot be standardized any more than men can be standardized. One man will consume his income and find himself continuously in debt, while another man will consume his income and find himself in a position to live in equal comfort and accumulate savings."

"One of the principal troubles with the people of this country today is the abandonment of the old-fashioned ideas of thrift and economy and the indulgence in wastefulness and extravagance. These loose habits of living were acquired during the war, and, like many other ills of similar origin, are slow to depart."

"In the settlement of these questions, it is the profound desire of the labor board to do justice to the particular and general concerns of the human and social conditions above the purely economic, and, finally, to establish wages and conditions that will largely meet the hopes and aspirations of the employees, that will prove satisfactory to the carriers, and that will impose no unnecessary burdens on the public. This is not a Utopian conception in America."

The long dissenting opinion took the majority to task for the cut and de-

clared there could be "no question that very great pressure had been brought to bear on the board from different sources, making it difficult to consider the case on its merits." The net effect was "to read into the transportation act, new bases probably never contemplated" by the framers, the dissenters said.

The reasons named to cover the minority objections. That the bases on which the decision was made, "are not sufficient to justify the action taken," that the reasons offered for the cut go "far beyond the provision of the transportation act," that the new wages do not insure "continuance of previous standards of living," that business railroad wages on similar wages in outside industries is not sufficient reason for a reduction at present, and that the new wages condemn railway workers to lives of extreme poverty.

The labor members charged that the majority had "taken over the typical employer's approach to the problems of the working man."

"In promulgating a modified 'laissez faire' policy, the majority returns to the era when workers were unorganized and industry was in chaos," the minority report said.

FAMILY BUDGET.—Taking up the family budget controversy, the labor members presented a table showing that the new clerk wage cut would be from \$367 to \$369 below the \$2,352 "health and decency" budget of the United States department of labor. Common labor around stations would miss the budget by \$1,197, the dissenters said. The new wages, it said, would reduce clerks to a standard 12 per cent below that of 1914.

Considerable argument was presented to show that no evidence had been used to show that railway workers were paid more than in other industries. The labor members estimated that the \$25,000,000 covered by today's decision had lost \$136,659,875 through wage reductions, losses from changes in rules and on account of two reduction of low wages on crime, mortality, child delinquency and infant mortality was treated at considerable length, the dissenters declared, as in previous protests, that the mass in disregard of the "vital question in wage determination"—the human factors. "A body charged by the government with the responsibility of wage fixing should have its primary consideration to the lives of the workers concerned," the dissent said. To compare wages of "poverty-stricken" workers in unregulated industries, it said, could involve the board for failure to maintain railway workers' standards.

BRINGS HOT RETORT.—The majority's injunction to the employees to "bear and forbear until the carriers are back on their feet" brought a hot retort that they might consider the statement an ultimatum that "justice to them and their families must await complete satisfaction to ownership."

Every point of the majority opinion was contradicted by the minority report, which asserted the board was in "a thoroughly insecure position," as a result, and concluded with a statement that wage adjustments would be "theoretical until statesmen appear with enough human sympathy to place themselves in the other fellow's position."

DARES LA FOLLETTE TO FIGHT IN OPEN

ATLANTIC CITY, N. J., June 17.—Calling on Senator La Follette to "lay aside the ivory of the two historic political parties and to put on the liveliest of which he should wear and take both the fame and the uniform of a destructionist," Dr. Nicholas Murray Butler, president of Columbia university, replied to the Wisconsin senator's speech before the American Federation of Labor in Cincinnati Thursday, in which he urged a constitutional amendment for congressional veto of the United States supreme court decisions.

Speaking at the annual dinner of the New Jersey State Bar association, Dr. Butler said: "If Senator La Follette wishes to make war upon our form of government, he should provide his own fight he can stomach; but let him stop burrowing from within and be compelled to attack America openly from without."

"Senator La Follette's program," Dr. Butler said, "is not new, but it is ominous that it should have been cheered at a convention of American workingmen, for those of us who work have reason to tremble for the preservation of the American system of government."

ORPHEUM

4 Days Starting Sunday 4

Summer Season of

Orpheum

Vaudeville

5 Orpheum Acts 5

20---People---20

Mostly Girls

And

Anita Stewart

in

"A Question of Honor"

A smashing photoplay with this popular star at her best.

ALHAMBRA

Today Only

Mae McAvoy

in her latest success

"A Virginia Courtship"

Together with

Mack Sennett Comedy

Show Time Today

A Virginia Courtship Mack Sennett Comedy

12:30 1:40

2:05 3:15

3:40 4:50

5:15 6:25

6:50 8:00

8:25 9:35

10:00 9:35

10c, 20c, 30c

CROWD TREATED TO APPLE WINE

PHILADELPHIA, June 16.—An alarm was broadcast to prohibition agents here Friday in a vain attempt to save 50,000 gallons of apple wine, which flowed from an overturned tank car and was lapped up by hundreds of thirsting factory hands.

The car, labeled and consigned as "alcohol" was en route from Virginia to pier 1, New York city, for William Garrett and company, Bush terminal, Brooklyn. But it derailed at Gray's Ferry, rolled over on its side, and automatically uncorked itself.

The tantalizing odor of released spirits was wafted into nearby factories. Men and women took one sniff and rushed toward the gushing refreshments.

When prohibition agents arrived they sought to halt the party, shouting that the car contained "wood alcohol—deadly poison." But the guests' noses knew and the party went merrily on, until nothing was left of the 50,000 gallons of wine but a vanishing stain on the ties and a diminishing odor.

Investigation showed that a permit for shipment of the liquid, issued in legal form, had been signed by prohibition authorities.

EXHIBITION OF PAINTING QUITE REMARKABLE

Large Throng Attracted to Minnock Glass & Paint Co. Store By Free Exhibition

All day long the sidewalk in front of the Minnock Glass & Paint company was thronged with men and women to such an extent that the display window was threatened with breakage. The occasion was the appearance of A. L. Browning, a noted painter of landscape scenery, who sat at an easel inside the window displaying the talents which have made him famous all over the United States.

The free exhibition of painting is conducted with an advertising campaign launched by the Minnock company, manufacturers of high class paints and varnishes. It will continue throughout the week and every man, woman and child in the neighborhood should avail themselves of an opportunity of attending.

It is indeed a great pleasure to see Mr. Browning at work. Possessed of a happy and pleasing disposition, he reflects his good nature to the interested onlookers. With the skill of a master he transfers his thoughts to canvas and suitable card board in so rapid a manner that it is simply amazing. Almost one dab of the brush sets forth a tree, a mountain, river or cloud effect and within 15 or 20 minutes time a finished picture of great beauty is the result. During his stay in Ogden Mr. Browning will paint from 15 to 40 pictures a day depending on their size.

The artist specializes on landscape scenery, animals or faces being taboo. Anyone who has a picture or scene that they wish reproduced in oil may have it done by Mr. Browning at a nominal cost. Keep in mind that the exhibition will last all week and the public is cordially invited to attend.

"A Virginia Courtship" at the Alhambra Today Only

The latest Reelart production with Mae McAvoy. "A Virginia Courtship" at the Alhambra theatre today only, is a bit of life in the Old Dominion, with the beautiful star in the role of a tomboyish youngster who refuses to wear stockings, but later grows up and falls in love with her guardian's nephew when he comes home from college.

Miss McAvoy shows a steady improvement and ripening in her work. If this seems incredible when one remembers "Sentimental Tommy," it can only be said that Miss McAvoy takes as full advantage of her opportunities in the present picture as she did in the Barrie work.

In the highly emotional scenes of her capture by the bootlegger ruffians she is completely convincing. The surrounding cast is of the best.

DE VALERA FORCE SEEMS LOSING

Irish Election Returns Will Not Be Complete Until Tuesday

DUBLIN, June 17.—(By The Associated Press).—Complete returns from Friday's parliamentary elections in south Ireland are not expected before next Tuesday night at the earliest, but indications are that the Republicans will suffer losses.

The chief indication was furnished by the vote at the National university in Dublin, where the voting papers, secured by raiders, headed by Rory O'Connor of the irregular Republican army. A decision as to the candidates elected had been reached before the raiders arrived.

WOMAN DISPLACED.—The announcement showed that Dr. Ada English, Republican had been displaced. She was prominent in the Dail Eireann in resistance to the treaty, while Professor McGinnis, who was returned in her stead, was an active supporter of the Anglo-Irish pact.

It was explained today that the object of the raiders, representing the dissenting section of the voters, was to discover how the university electors had voted, and whether all the Sinn Feiners among them had observed the Collins-de Valera pact. This was the only constituency capable of providing this information as contrary to the rule prevailing elsewhere the university voters sign their names to the voting papers.

FIVE SHOT TO DEATH.—BELFAST, June 17.—(By The Associated Press).—Four men and one woman were shot to death and two men were wounded today in the vicinity of Bess Brook, known as County Armagh's model village. The houses of three loyalists were burned.

The affair is thought to have been in retaliation for the shooting of two men on Wednesday, one of whom lived in Bess Brook.

SEVERAL CASUALTIES.—LONDON, June 17.—A three hour fight took place last night between Ulster constabulary and Irish Republican irregulars at Dromintree on the south border, according to a Dundalk dispatch to the Central News. Numerous casualties were caused, but the details are not given.

The fight followed upon an outrage on the Catholic occupants of a house in Dromintree which is alleged to have been entered by uniformed men Wednesday night.

U. S. FARMER IN SAME FIX, UNIONS AVER

(Continued from Page One)

tended the individuals should be punished under criminal or civil law.

"The supreme court," the report concluded, "has not only rendered a decision, which goes beyond any previous decision of that tribunal in its antagonism and opposition to labor, but it has rendered such a decision when under the law and the practices heretofore obtaining, its decision should have been exactly the reverse."

No action was taken on the report except to refer it to the special committee.

NEW PLANE STANDS DEAD STILL IN AIR

WASHINGTON, June 17.—Apparently successful trials of a new helicopter airplane were conducted Friday near College Park, Md., in the presence of experts from the navy department's bureau of aeronautics. Operated by Henry Berliner, son of Emil Berliner, the inventor, the machine was three times raised to an elevation of about seven feet, and while at that height, was made to rise and fall, or to remain poised in the air. It was later driven over the circuit of a half-mile track in the vicinity.

Commander E. Hunsaker, who headed the naval delegation at the trials, refused to comment on the exhibition in advance of his report to the department.

The helicopter had the appearance of an airplane of usual design except that on either side at the front were two lifting propellers. The forward motion is secured by a tilting propeller in the rear of the fuselage.

OGDEN Theatre

LAST TIMES TODAY to See

TOM MIX

in

"UP AND GOING"

Harold Lloyd Comedy

Pathe News

Tomorrow—Zane Grey's

"WHEN ROMANCE RIDES"

Adapted from the book "Wildfire"

STATE AND IDAHO NEWS

Latest Items of Interest From Utah and Gem State

IDAHO REPUBLICAN LEADER SUCCUMBS

BOISE, Idaho, June 17.—General George H. Roberts, a resident of Idaho for nearly 40 years, died yesterday at his home, 214 East Jefferson street, following a long illness. He was nearly 82 years of age and was the first attorney general in Idaho for many years, and represented the state at the inauguration of Theodore Roosevelt as president.

Since 1890 he had lived in Boise, and for several years was largely interested in mining. He was a recognized leader in the Republican party in Idaho for many years and represented the state at the inauguration of Theodore Roosevelt as president. He was a member of the Grand Army of the Republic and also of several other organizations, from which he retired as his health failed.

BRIGHAM CITY TO GET NEW CREAMERY

BRIGHAM, June 17.—A new creamery is to be built here by the Box Elder Products company, which concerns the installation of a creamery, the new creamery will be at Brigham.

About 75 dairymen and farmers were present at the meeting to discuss the organization of a company and the installation of a creamery. The following board of directors was elected: Joseph H. Yates and Le Roy White, one year; Thomas B. Mathias and Lorenzo E. Baker, two years; John A. Ward, John G. Wheatley and Jesse Keller, three years. The organization and selection of the officers of the company will be completed next Monday at a meeting to be held in this city.

KONLEZES DECLARED GUILTY OF MURDER

PRICE, June 17.—Andres Konlezes was found guilty of murder in the first degree for the killing of Tony Gegalakis at Helper, Dec. 2 last, by the jury before Judge F. E. Woods after the jury had been out all night deliberating on a verdict.

The killing, according to the evidence, was the culmination of a long feud between a girl and her father, who recommended mercy and Judge Wood, following the recommendation, sentenced Konlezes to life imprisonment after overruling a motion for a new trial by Samuel A. King, defendant's attorney. A notice of motion to appeal was given and the defendant committed to jail.

JOSEPH'S HEARING IS SET FOR JUNE 27

SALT LAKE, June 17.—June 27 was the date set yesterday for the preliminary hearing of Milton D. Joseph, alias J. D. Joseph, accused of embezzling approximately \$54,000 from the Continental National bank eight years ago.

The defendant is charged with embezzlement, obtaining money under false pretenses and grand larceny. He is alleged to have taken the money. The case will be prosecuted by County Attorney Arthur E. Moreton and Assistant County Attorney George M. Cannon, Jr.

BLIND SOLDIER NOW OPERATING STORE

POCATELLO, Idaho, June 17.—Aided by the American Red Cross, Frank L. Thompson, a blind soldier, formerly of St. Anthony, has been able to establish himself in the confectionery business here, under the name of the United States Veterans' bureau gave the young man training at the Evergreen school at Baltimore, and then gave him placement and project work in a store in Pocatello, which he afterwards purchased with the aid of the Red Cross.

BISHOP SKIDMORE HONORED.—LOGAN, June 17.—Bishop William L. Skidmore, 78 years of age, was the honored guest at a reunion of the Skidmore family held yesterday at the camp of his son, George W. Skidmore, in Logan canyon. A program of talks, games, songs and dances was given and refreshments served.

BOYS ENTER TRAINING CAMP.—LOGAN, June 17.—R. Denton Smith and Edith Wood left yesterday for San Francisco to enter the officers' training camp at the Presidio. Both are Agricultural college cadet officers.

TO STOP COUGHING AT NIGHT.—A summer bronchial cough keeps not only the sufferer but other members of the family awake. Alfred Barker, 1021 Avenida St. E. Livermore, Cal., writes: "I consider it my duty to write and tell the results of Foley's Honey and Tar, which I used for my boy, who had been suffering from a bronchial cough for 7 weeks. Foley's Honey and Tar has done him wonderful good, and I shall always recommend it." It soothes and heals.—Advertisement.

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